MEMORANDUM FOR: D/O/OSA

FROM: C/CC/OSA

SUBJECT: Trip Report to FAA Aeronautical Center, Oklahoma City, Oklahoma

PURPOSE: Examination of Douglas DC-6 Aircraft, Manufacturers Serial Number 45174, Currently N-64811, Formerly Registered by FAA as N-115

HEADQUARTERS REPRESENTATIVES:

25X1A [redacted]

PERSONNEL CONTACTED:

Mr. Fred Reeves
Property Custodian, FAA Agency Fleet
Aeronautical Center, Oklahoma City, OK

Mr. Roy C. Olinghouse
Excess Property Officer, FAA Agency Fleet
Aeronautical Center, Oklahoma City, OK

In response to a request by the Deputy Director, Office of Special Activities, the following report of our visit and inspection of the subject aircraft is submitted for your information.

25X1A 1. On 17 February 1972, [redacted] contacted the FAA Representative, Mr. Roy C. Olinghouse in reference to inspecting the DC-6, N-64811. Mr. 25X1A
25X1A Olinghouse referred [redacted] to Mr. Fred Reeves who maintains documentation and physical control of the subject aircraft. Mr. Reeves provided access to the aircraft and aircraft records which were then reviewed by [redacted]
25X1A [redacted]

2. OBSERVATIONS:

During discussion with Mr. Reeves it was learned that the aircraft had been in some type of storage condition from 30 June 1970 until the present time. It was learned that for the initial 180 day period the aircraft had been placed in a "HOLD" status in anticipation of transferring the aircraft to another agency. During this 180 day period the aircraft engines had been run on a regular basis. In January 1971 it was decided to place the aircraft in a "temporary storage" environment where-in the engines and propellers were prepared and placed in a storage condition. No documentation could be found attesting to work having been accomplished on any other areas of the aircraft or systems.

A visual inspection of the aircraft revealed the following discrepancies and potential problem areas:

a. Aircraft Corrosion:

(1) Engine Exhaust Areas including wing and wing flaps on all engines. Full extent of corrosion cannot be determined until proper cleansing and treatment to the affected areas is completed. It was noted that the aircraft had not been washed or treated for corrosion prior to input to storage.

(2) Wing Flap Area including corrosion in the flap well area as well as intergranular corrosion on all flap screw-jack attachment fittings. Pieces of attachment fittings can be flaked off by hand.

(3) Fuel tanks had not been prepared for storage. Several visual fuel leaks were noted and it can be assumed that algae is present in the tanks due to fungus growth in the fuel cell inspection plate areas.

(4) Entire underside of fuselage showed normal corrosion. Top of aircraft was not inspected due to non-availability of work stand. It was noted in the aircraft records that the outer wing panels had been treated periodically for corrosion since 1965.

b. Hydraulics:

(1) Hydraulic system shows evidence of a great amount of leakage. The aircraft brakes are relatively new (172 Hours) but will require overhaul due to extensive rust and seal leakage.

c. Air Conditioning and Pressurization:

(1) This system was not prepared for storage and as a result the compressor will have to be replaced or overhauled. The condition of the duct work could not be determined, however; a safe assumption is that the entire system would have a number of air leaks.

d. Engines:

(1) The ADI and spark advance systems have been deactivated since 1965 due to the maintenance involved in keeping the systems operational. The loss of the ADI system restricts the gross weight of the aircraft to 92,200 pounds. The normal gross weight of this aircraft is 107,000 pounds. While the spark advance system is used primarily for means of fuel economy, the ADI system is used as a means of gaining more horsepower. We feel the ADI system can be repaired without a great deal of difficulty.

e. Aircraft Interior:

(1) The aircraft is configured with 66 plush airline seats. Two lavatories are located in the forward cabin section while a galley and coat storage area are located immediately aft and across from the main passenger entrance door.

(2) The aircraft cockpit varies slightly from that of an Air Force C-118; the main differences being positioning of various control heads and instruments. As noted on the attached "Report of Excess Property", the aircraft requires installation of two (2) VHF Radio Receivers and Transmitters, one (1) TACAN system and one (1) IFF transponder system. All wiring necessary for installation of the aforementioned systems is presently installed.

3. DISCUSSION:

In discussions with Mr. Reeves we attempted to determine a course of action that would result in a cost figure for putting the aircraft in a serviceable condition. Several factors were taken into consideration: (1) The aircraft will require an Annual Inspection (2) The aircraft will require maintenance prior to flight (3) The internal condition of aircraft systems cannot be determined without inspection (4) The airworthiness certificate must be renewed (5) The necessary communications equipment must be obtained and installed. It was determined that the most effective way to arrive at a fairly realistic cost figure would be to have an Annual

Inspection performed on the aircraft. During the inspection a list of aircraft discrepancies and parts required would be listed, but not repaired or replaced. After the inspection had been completed the maintenance facility performing the work would then prepare a cost estimate for complete repair of the aircraft. This estimate would then become the cost of the aircraft. With these thoughts in mind [redacted] was contacted and queried as to the possibility of obtaining the requested services. In our talk with [redacted] we asked him to also prepare an estimate as to the cost of preparing the aircraft for a one-time ferry flight to another repair facility. Our thought here being that perhaps Headquarters had other means of obtaining maintenance for the aircraft. This discussion ended our meeting with Mr. Reeves and we departed for Washington.

On 22 February 1972, Mr. Reeves contacted [redacted] by telephone in regards to our request to [redacted] indicated that his company was not interested in our proposal to conduct an Annual Inspection of the aircraft. [redacted] did indicate that his company would be interested in preparing the aircraft for a ferry flight to another location. He further stated that the charges for this work would be $4,250.00 for labor; approximately $3,000.00 for parts; consisting primarily of hydraulic hoses, and that the aircraft would be two (2) weeks in work. Mr. Reeves was thanked for his attention to this matter.

4. No further action has been taken.

[redacted]

Major, USAF
Chief, Control Center

COORD: DM-3 [redacted]

2 Attachments

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AERONAUTICAL CENTER
P.O. BOX 25082
OKLAHOMA CITY, OKLAHOMA 73125

DATE:

IN REPLY REFER TO: AC-820

SUBJECT: DC-6, N-64811 (formerly N-115)

TO: AC-850

Our DC-6 aircraft, formerly N-115, has been in storage for approximately 19 months. Prior to the next flight, an annual inspection is required. We reference FAR 91.169 enclosed.

Since this aircraft has been removed from our inventory, the ferry permit should be obtained from the local General Aviation District Office after the annual inspection is performed.

A. P. JIRACEK
Chief, Quality Control Branch, AC-820

Enclosure

cc:
AC-823

ILLEGIB

level upon reaching the fix from which the approach begins, but not before

(i) The expect approach clearance time (if received); or

(ii) If no expect-approach-clearance time has been received, at the estimated time of arrival, shown on the flight plan, as amended with ATC.

§ 91.129 Operation under IFR in controlled airspace; malfunction reports.

(a) The pilot in command of each aircraft operated in controlled airspace under IFR, shall report immediately to ATC any of the following malfunctions of equipment occurring in flight:

(1) Loss of VOR, TACAN, ADF, or low frequency navigation receiver capability.

(2) Complete or partial loss of ILS receiver capability.

(3) Impairment of air/ground communications capability.

(b) In each report required by paragraph (a) of this section, the pilot in command shall include the—

(1) Aircraft identification;

(2) Equipment affected;

(3) Degree to which the capability of the pilot to operate under IFR in the ATC system is impaired; and

(4) Nature and extent of assistance he desires from ATC.

Subpart C—Maintenance, Preventive Maintenance, and Alterations

§ 91.161 Applicability.

(a) This subpart prescribes rules governing the maintenance, preventive maintenance, and alteration of U.S. registered civil aircraft operating within or without the United States.

(b) Section 91.165, 91.169, 91.170, 91.171, and 91.173 of this subpart do not apply to an aircraft maintained in accordance with a continuous airworthiness maintenance program as provided in Part 121, 127, or 135 of this chapter.

§ 91.163 General.

(a) The owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition, including compliance with Part 39 of this chapter.

(b) No person may perform maintenance, preventive maintenance, or alterations on an aircraft other than as prescribed in this subpart and other applicable regulations, including Part 43.

(c) No person may operate a rotorcraft for which a Rotorcraft Maintenance Manual containing an "Airworthiness Limitations" section has been issued, unless the replacement times, inspection intervals, and related procedures specified in that section of the manual are complied with.

§ 91.165 Maintenance required.

Each owner or operator of an aircraft shall have that aircraft inspected as prescribed in § 91.169 and § 91.170 of this chapter and shall, between required inspections, have defects repaired as prescribed in Part 43 of this chapter. In addition he shall ensure that maintenance personnel make appropriate entries in the aircraft and maintenance records indicating the aircraft has been released to service.

§ 91.167 Carrying persons other than crewmembers after repairs or alterations.

(a) No person may carry any person (other than crewmembers) in an aircraft that has been repaired or altered in a manner that may have appreciably changed its flight characteristics, or substantially affected its operation in flight, until it has been approved for return to service in accordance with Part 43 and an appropriately rated pilot, with at least a private pilot's certificate, flies the aircraft, makes an operational check of the repaired or altered part, and logs the flight in the aircraft's records.

(b) Paragraph (a) of this section does not require that the aircraft be flown if ground tests or inspections, or both, show conclusively that the repair or alteration has not appreciably changed the flight characteristics, or substantially affected the flight operation of the aircraft.

§ 91.169 Inspections.

(a) Except as provided in paragraph (c) of this section, no person may operate an air

craft unless, within the preceding 12 calendar months, it has had—

(1) An annual inspection in accordance with Part 43 of this chapter and has been approved for return to service by a person authorized by § 43.7 of this chapter; or

(2) An inspection for the issue of an airworthiness certificate.

No inspection performed under paragraph (b) of the section may be substituted for any inspection required by this paragraph unless it is performed by a person authorized to perform annual inspections, and is entered as an 'annual' inspection in the required maintenance records.

(b) Except as provided in paragraph (c) of this section, no person may operate an aircraft carrying any person (other than a crewmember) for hire, and no person may give flight instruction for hire in an aircraft which that person provides, unless within the preceding 100 hours of time in service it has received an annual or 100-hour inspection and been approved for return to service in accordance with Part 43 of this chapter, or received an inspection for the issuance of an airworthiness certificate in accordance with Part 21 of this chapter. The 100-hour limitation may be exceeded by not more than 10 hours if necessary to reach a place at which the inspection can be done. The excess time, however, is included in computing the next 100 hours of time in service.

(c) Paragraphs (a) and (b) of this section do not apply to—

(1) Any aircraft for which its registered owner or operator complies with the progressive inspection requirements of § 91.171 and Part 43 of this chapter;

(2) An aircraft that carries a special flight permit or a current experimental or provisional certificate;

(3) Any airplane operated by an air travel club that is inspected in accordance with Part 123 of this chapter and the operator's manual and operations specifications; or

[(4) An aircraft inspected in accordance with an approved aircraft inspection program under Part 135 of this chapter and so identified by the registration number in the operations specifications of the certificate holder having the approved inspection program.]

§ 91.170 Altimeter system tests and inspections.

(a) No person may operate an airplane in controlled airspace under IFR unless, within the preceding 24 calendar months, each static pressure system and each altimeter instrument has been tested and inspected and found to comply with Appendix E of Part 43. The static pressure system and altimeter instrument tests and inspections may be conducted by—

(1) The manufacturer of the airplane on which the tests and inspections are to be performed;

(2) A certificated repair station properly equipped to perform these functions and holding—

(i) An instrument rating, Class I;

(ii) A limited instrument rating appropriate to the make and model altimeter to be tested;

(iii) A limited rating appropriate to the test to be performed;

(iv) An airframe rating appropriate to the airplane to be tested; or

(v) A limited rating for a manufacturer issued for the altimeter in accordance with § 145.101(b)(4) of this chapter; or

(3) A certificated mechanic with an airframe rating (static pressure system tests and inspections only).

(b) [Revoked.]

(c) No person may operate an airplane in controlled airspace under IFR at an altitude above the maximum altitude to which an altimeter of that airplane has been tested.

Trans. 14 (Amdt. 91-83, Eff. 12/23/70)

D-115 Sec 11.10 Ramp — 113079

REPORT OF EXCESS PROPERTY 72-1374

PAGE 1 OF 1

1. FROM (AGENCY OFFICE)	2. SUPPLY SUPPORT/ADDRESS CODE	3. DOCUMENT NUMBER
Program and Records Section, AC-853	A-0-7376 - 1 - AO 850	AC-853-72-211
4. REPORT APPROVED BY (Name and title)	5. SIGNATURE	6. DATE OF APPROVAL
Fred Reeves, Property Custodian	Fred Reeves	11-15-71

ITEM NO. (7)	FEDERAL STOCK NUMBER (FSN) (8)	NOMENCLATURE (9)	CONDITION CODE (10)	UNIT OF ISSUE (11)	QUANTITY (12)	ACQUISITION COST UNIT PRICE (13)	ACQUISITION COST TOTAL VALUE (12 X 13) (14)	APPROVED ACTION (15)	DATE AVAILABLE (Potential excess product in stock only) (16)
1	0115-000-0026	Aircraft, Douglas DC-6, S/N 45174	E 1	ea	1	272,556.00	272,556.00		

Aircraft Data: Airframe total time 19,819.8, Airframe TSO 1746.4. Next scheduled maintenance #3 service check due in 77.9 hr, #1 engine S/N P36941, TSO 500.8, #1 Prop S/N N185667, TSO 364.7, #2 engine S/N P36756, TSO 1106.8, #2 Prop S/N N195640 TSO 1251.1, #3 engine S/N NK511228 TSO 730.7, #3 Prop S/N 204938 TSO 1360.4, #4 engine S/N P32041, TSO 568.7, #4 Prop S/N 204939 TSO 1992.9. This aircraft was placed in storage at the FAA Aero Center on 30 June 1970. The following listed avionics equipment was removed and will be retained by the FAA:

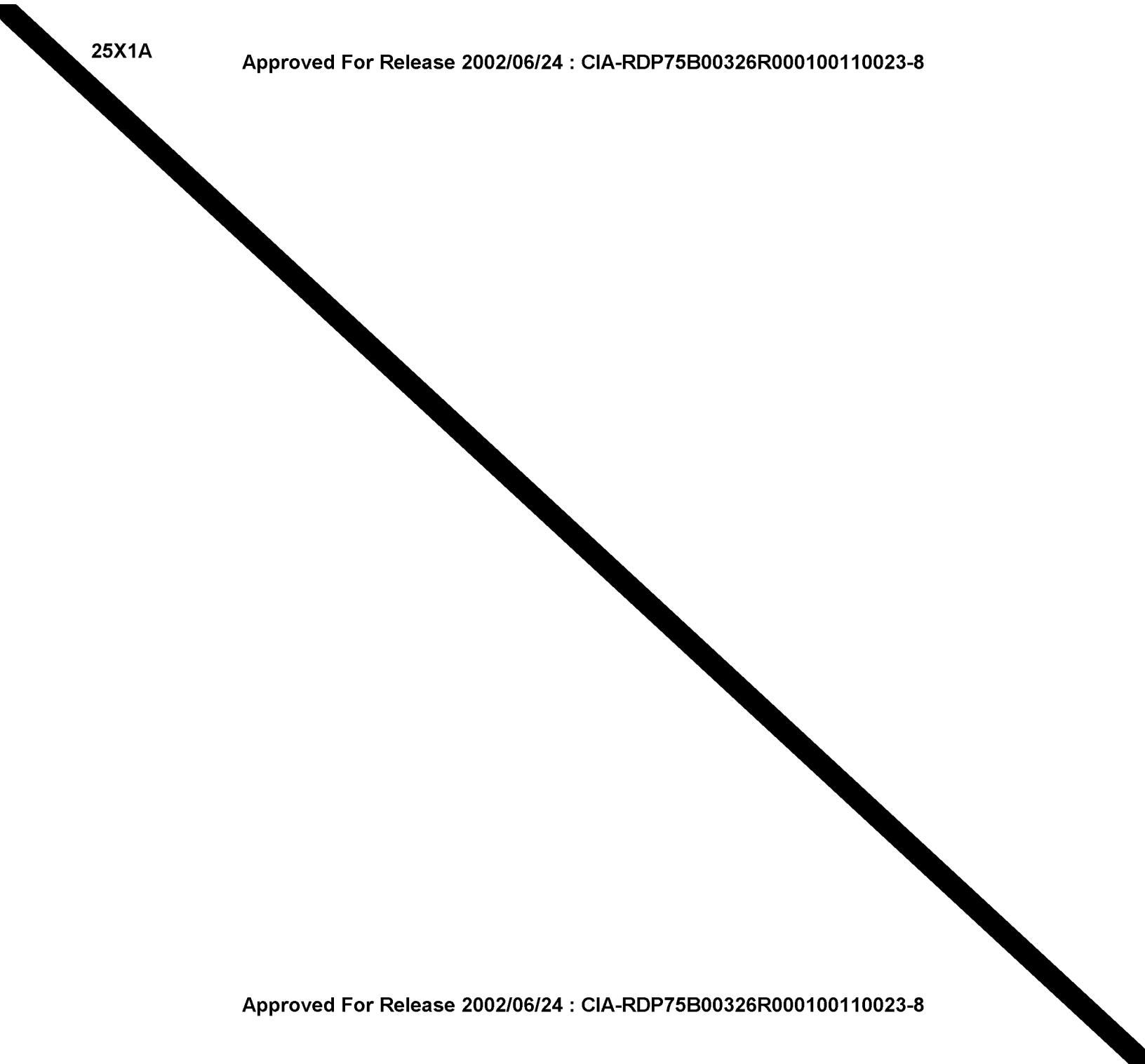
1 ea ANF 3544 DME
1 ea TRU-1 Transponder
2 ea 171-7 VHF Transmitters
2 ea 51X2 VHF Receivers

25X1A

The aircraft, engine, and prop historical records for this aircraft are in the possession of Fred Reeves, AC-853, phone [redacted]

25X1

[redacted]



Approved For Release 2002/06/24 : CIA-RDP75B00326R000100110023-8

25X1A [redacted]

REFERENCE: Excess DC-6 S/N 45174, CO-72-103(A)

1. Avionics which have been removed from aircraft are:
   1 - DME (distance measuring equipment)
   1 - Transporter
   2 - VHF transmitters
   2 - VHF receivers

The DME and transporter were specially manufactured for FAA by Bendix Corporation for special use. The radios have been extensively modified by FAA for special use. Equipment removed is not suitable for standard use.

2. DME's and transporters are not available through Federal Government excess. The radios maybe available through Air Force or Navy excess but because of their age would have to be reworked and modified to bring up to current standards.

3. Recommendations for replacement of DME is Collins #680 at approximately $3,000, Federal Government cost. XDR replacement recommendation is Bandix TRA606A at approximately $2,500 Federal Government cost.

Replacements of radios through Allen Aircraft Radio Company*, Elk Grove Village (North Chicago), Illinois [redacted] would be approximately $1,100 for each transmitter (2 reg'd) and, $900 for each receiver (2 reg'd). 25X1

4. Because of length of storage time, (20 months) the aircraft must have annual inspection performed according to FAR 91-169. Inspection probably will reveal crabs which must be worked-out. This service can be performed by the FBO - Air Craftsman, Inc.* - Will Rogers Field, Oklahoma City - at approximately $2,500 (which is a good price).

5. The FAA cannot perform any of the above services.

6. Engines are rated at 1,800 hours TBO (time before overhaul). Number 2 engine has the least time to go but still has approximately 700 hours left.

SUMMARY: It is estimated that it would cost approximately $12,000 to put this aircraft in first class condition, Inasmuch as it is in good condition now, the $12,000 would be a very cheap price to pay for an aircraft of this type.

*FAA repair and overhaul licensed station.

For detailed commentary call Mr. Fred Reeves, [redacted] 25X1